

TRANSIT CONCEPTS

QUESTION:

Please list the five most important transit concepts you feel will best meet Lincoln's multi-modal transit needs over the next 25 years. You may refer to the Conceptual Alternatives information (both the Narrative and Matrix) that was previously distributed to you for a range of transit concepts to choose from. If you feel there are transit concepts in your "Top 5" that are not mentioned in the Conceptual Alternatives material, please include them below.

The transit concept you list number one (#1) will be considered your most important concept, while the transit concept listed number two (#2) will be considered your second most important concept, and so on. Keep in mind that these concepts are to be considered in the context of trying to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City of Lincoln and Lancaster County.

RESULTS:

19	Build a Downtown multi-modal transportation hub as well as other hubs where appropriate.
18	Establish a transit authority that will centralize transit services, possibly expand authority over other modes of transportation and provide more effective services.
13	Implement use of technological services such as a smart card fare payment system, an automatic vehical location system, signal preemption, and traveler information sytems.
13	Fixed-route bus service is the most important concept.
13	Identify light rail corridors for long-term planning purposes and development of transit preferential land use features.
12.5	Establish a Downtown circulator or trolley that will provide service to the Haymarket, UNL East Campus, UNL City Campus, City/County offices, State offices, and Antelope Valley.
12	Implement travel demand management techniques through employer based incentives, especially City/County governemnt, State government, UNL and large private companies.
11.5	Expand demand-responsive service.
10	Transit services should serve the entire population.
10	Expand operating hours of buses.
7	Implement auto use disincentives.
7	Implement performance-based fixed-route bus system possibly using user surveys to identify best routes.
7	Intercity transit services between Lincoln and Omaha, including possile rail service.
6	Increase transit service and coordination with UNL.
5	Interconnectivity of streets.
4	Use big buses on major routes and smaller buses or vans on other routes.
4	Assume people want to drive.
3	Provide educational programs that explain the cost savings of using transit.
3	Allow density to happen.
2	Provide a high level of amenities at bus stops and hubs.
2	Operate trails as an enterprise fund.
1	Add parking in core areas.

PEDESTRIAN/BICYCLING CONCEPTS

QUESTION:

Please list the five most important pedestrian/bicycling concepts you feel will best meet Lincoln's multi-modal pedestrian/bicycling needs over the next 25 years. You may refer to the Conceptual Alternatives information (both the Narrative and Matrix) that was previously distributed to you for a range of pedestrian/bicycling concepts to choose from. If you feel there are pedestrian/bicycling concepts in your Top 5 that are not mentioned in the Conceptual Alternatives material, please include them below.

The pedestrian/bicycling concept you list number one (#1) will be considered your most important concept, while the pedestrian/bicycling concept listed number two (#2) will be considered your second most important concept, and so on. Keep in mind that these concepts are to be considered in the context of trying to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City of Lincoln and Lancaster County.

RESULTS:

32	Maintain and improve the existing trail system through better maintenance, improved interconnectivity with bike lanes or on-street routes, increased widths on higher use trails, and improved signage.
27	Provide pedestrian connectivity with links within and along neighborhoods and into and within activity centers.
26	Implement a bike lane system.
17	Provide pedestrian amenities such as curb cuts, bulbouts, and intersection crossings that improve safety.
13	Provide bike racks on buses.
12	The multi-use trail system is most important.
10	Provide bike lockers and bike racks in Downtown, transit hubs, and bus stops.
9	Provide education and promotion of the bicycle and pedestrian system.
8	Provide streetscaping and landscaping to improve the pedestrian and bicyclist experience.
5	Allow trails through drainage ways.
4	Implement a bicycle fee for project funding purposes.
4	Establish pedestrian and cyclist priority when on the street.
3	Use alleys for trails.
3	Use travel demand management techniques to offer incentives to walk or bike to work.
2	Allow bicycles in the Downtown.
2	More emphasis on pedestrians in the Pedestrian and Bicycle Advisory Committee.
1	Continue the National Safe Routes to School program.
1	Establish a multi-modal advocate in City Hall.
1	Allow more density to happen.
0.5	Expand the trail system.
0.5	Improve cooperation with UNL for trails through campus.

LAND USE/URBAN DESIGN CONCEPTS

QUESTION:

Please list the five most important land use/urban design concepts you feel will best meet Lincoln's multi-modal land use/urban design needs over the next 25 years. You may refer to the Conceptual Alternatives information (the Narrative and Matrix) that was previously distributed to you for a range of land use/urban design concepts to choose from. If you feel there are land use/urban design concepts in your Top 5 that are not mentioned in the Conceptual Alternatives material, please include them below.

The land use/urban design concept you list number one (#1) will be considered your most important concept, while the land use/urban design concept listed number two (#2) will be considered your second most important concept, and so on. Keep in mind that these concepts are to be considered in the context of trying to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City of Lincoln and Lancaster County.

RESULTS:

37	Use transit oriented design (TOD) techniques such as establishing transit corridors for transit friendly land-use patterns and densities and providing easier transit access in and out of subdivisions.
31.5	Develop mixed-uses in the Downtown and in other areas that provide office, commercial, and residential uses, and make it easier for them to occur.
24	Zoning regulations and design controls that provide for bicycle and pedestrian orientation in developments including requiring bike racks in commercial developments, building of trails for commuting to work or school, and paths using the shortest distance into activity centers.
18	Implement a grid pattern of streets with north/south and east/west connectors.
13	Auto-free zones in Antelope Valley and Downtown with possible transit mall.
6	Use disincentives to driving to work.
6	Establish a bike-lane system in Downtown.
5	Performance-based fixed-route bus system with a safety net mechanism.
5	Allow density to happen.
5	Implement streetscaping techniques such as separating sidewalks from the street edge and establishing active streetfront uses.
4	Use opportunity to make Antelope Valley a showcase for multi-modal efforts.
4	Exclusive bus lanes.
4	Designate light rail corridors in the Comprehensive Plan for long-range planning purposes.
3	Simplify zoning codes.
3	Voluntary transportation demand management.
2	Carpooling program.
2	Streamline the Building Department.
1	Four-way intersections.
1	Build 5 foot sidewalks in residential areas.
0.5	Universal accessible design standards.

ADMINISTRATION/MANAGEMENT CONCEPTS

QUESTION:

Please list the five most important administration/management concepts you feel will best meet Lincoln's multi-modal administration/management needs over the next 25 years. You may refer to the Conceptual Alternatives information that was previously distributed to you for a range of administration/management concepts to choose from. If you feel there are administration/management concepts in your Top 5 that are not mentioned in the Conceptual Alternatives material, please include them below.

The administration/management concept you list number one (#1) will be considered your most important concept, while the administration/management concept listed number two (#2) will be considered your second most important concept, and so on. Keep in mind that these concepts are to be considered in the context of trying to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City of Lincoln and Lancaster County.

RESULTS:

42	Establish a transit authority to coordinate services and possibly include parking management.
19	Establish a transportation demand management program.
15	Establish consistent funding for multi-modal efforts that ideally is a broad base of sources.
11	Establish a multi-modal partnership with UNL.
12	Establish a long-range multi-modal concept and establish goals and a vision statement before details are worked out.
10	Increase budget for transit marketing.
5	Coordinate demand responsive services.
5	Allow jitney service.
4	Provide education and advertising for multi-modal efforts.
4	Incorporate multi-modal concepts into the Comprehensive Plan and establish related design standards.
4	Reform StarTran.
3	Allow a subsidy voucher program for qualified persons.
3	Continue the Pedestrian and Bicycle Advisory Committee.
3	Support location efficient mortgages.
3	Establish an ongoing multi-modal advisory committee to oversee progress of multi-modal efforts.
3	Implement a smart card fare payment system.
3	Establish a formal accident review process for bicycle and pedestrian accidents.
3	Establish a transit board of directors.
2	Establish a transportation management organization (TMO) role for Downtown Lincoln Association and the Chamber of Commerce.
2	Pursue private funds to maintain trails.
1	Focus on achieving a high-amenity, user friendly experience for transit to increase ridership.
1	Pursue transit options for Lincoln Public Schools, parochial schools, and UNL.

CONCEPTS YOU DO NOT SUPPORT

QUESTION:

Please list the multi-modal concepts, if any, you feel would not be in Lincoln's best interests and therefore should not be part of the Multi-Modal Transportation Plan.

Keep in mind that these concepts are to be considered in the context of trying to improve mobility, safety, and accessibility opportunities within the City of Lincoln and Lancaster County.

NUMBER OF TIMES MENTIONED:

3	Build wider roads
3	Continue auto-dominated policies
3	Limit parking in Downtown
3	Increased parking in Downtown
2	Commuter rail between Lincoln and Omaha
2	Personal Rapid Transit (PRT)
2	Community bikes
1	Sprawl
1	Long and winding roads
1	Transit authority
1	Growth controls (use good design standards instead)
1	Downtown hub system
1	Brokerage program
1	Passive posture regarding multi-modal ideas
1	Status quo
1	Limits on transit oriented design
1	Ignoring the UNL relationship
1	Forcing multi-modal ideas - needs to be a buy-in to the ideas
1	Not all arterials need trails
1	14 foot wide trails
1	Skywalks and pedestrian overpasses without numbers to justify
1	Anything within alternative transport
1	Having Downtown as a destination hub
1	Enforcement of transit friendly zoning
1	Using gas tax money for bikepaths
1	Bike racks on buses